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# fishing news

January 21, 1977

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## Channel trawling ban not 'Fairplay'

THE NUMBER of fishermen who read the shipping magazine 'Fairplay' is probably less than vast. But any who did happen to see an article headed 'Fish and Ships' in a recent issue must surely have been incensed as well as astonished at the opinions expressed by the author.

In claiming that fish and ships are a dangerous mixture, he asks if there is not an overwhelming case for keeping fishing craft and yachts out of separation schemes such as that operating in the English Channel.

He then goes on to answer his own loaded question with what on the surface appears to be a well-reasoned affirmative — well-reasoned, that is, if you happen to be the master of a supertanker whose looting of fish is equalled only by his diabolical yachtmanship.

The 12-mile selective fishing limit along the south coast of England, following the geographical indentations of the coastline, pushes sailboats deep into and in places clear across the traffic separation lanes.

Trawlers, therefore, fish in these lanes and in the 'slip-road' channels leading to the lanes and thus create a hazard to the safe progress of the big ships steaming along them.

Both British and foreign fishermen are held guilty by the author — British since they can and do fish within and beyond the 12 mile line,

and foreign because in fishing as close as possible to the limit they tend to cluster in pockets of indentation.

All this is perfectly true. But the author is far from justified in drawing from these facts the conclusion that this warrants banning trawlers from fishing inside the separation lanes. For this is what he goes on to advocate, illustrating his case with hypothetical instances of merchant ships on their 'innocent' (sic) passage being unable to tell from the radar whether what they are overtaking is another slower merchant ship or a super-trawler engaged in fishing; or coming up with a sovereign trawler 'mixed up' (sic) with other shipping in and around the lane, and presented with 'the only practical solution' of

slicing course 90 degrees and getting away from it all by heading out of the lane completely.

Running away like this, as he rightly points out, is no guarantee that other dangers will not be encountered; and worse, could add an hour to the ship's steaming time and perhaps cause her to miss a tide on arrival — a costly business for a supertanker or container ship, or indeed for any other cargo vessel.

The author draws a rather far-fetched parallel between such a situation and terrified lorries running away from pedestrian and cyclists on a motorway; and also compares the trawler and cyclist as a banned motorway.

Commenting on the dominance of Scottish fishing vessels in the great charr-out, Weld Morgan's menacing director, Gavin Cargill, said: "This proportionately reflects the level of investment in fishing north of the border".

Whether 'not impeding' means hauling the gear every time a supertanker approaches, however, is something that may one day have to be settled in the courts.

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## Six trawlers top £50,000

GRIMSBY got off to a fine start in 1977 with no less than six distant water vessels topping £50,000 out of ten White Seas trips.

For the first time in living memory not a single middle water trawler made a landing over the four-day week end, considering this important factor, the weekly total of just over 16,000 kits landed was quite an achievement.

The loss of the middle water fish hit many of the smaller merchants, but by buying from other sources, mostly overland supplies, everyone, big and small alike, kept going and the disaster forecast before the holiday never materialised.

Same White Seas cod did climb well over the £40 per kit mark on the first day of trading, but generally it settled for the rest of the week in the upper £30s, with the bulk buyers and processors turning in most of the distant water landings.

The year was just two days old when the first new ground record was set up by the Hoston Group's *Boston Dory* (Skipper Colin Newlin).

The big sidewinder, back from a 26-day trip, turned out

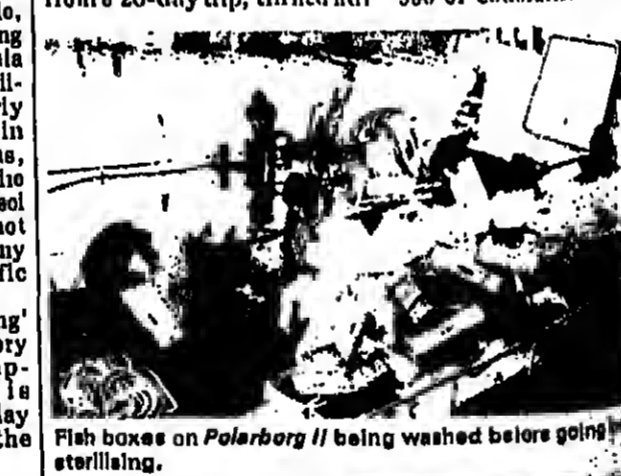
2,334 kits, including 1,701 of codluffs and 300 of landlocks, for a grossing which bettered old British company record by a clear £10,000, established almost exactly three years to the day.

With not a single plot among the landings, and likelihood now, it collected the next four days with the string of cod haddock catches.

Second spot in *Hamillies* (Skipper B. Scott) also turned in a best after 24 days, net was followed home by *Vin* (£53,885 from 1,826 kits), *Northern Light* (£52,946 from 1,617) and *Ross* (£52,813 from 1,613).

An interesting note among the distant waterers the *Farne* star *Polaris II* (Skipper Johannesen), making catch of White Sea fish.

Easily the best quality landed, who was somewhat unfortunate not to get more than her £40,500 from 1,379 kits, landed 990 of codluffs.



Fish boxes on *Polaris II* being washed before going to sterilising.

## RUSSIANS SCOOP THE SPRAT POOL

EAST EUROPEAN vessels will need licence to fish inside Community waters from February 1. An ultimatum is being put to Russia, Poland and East Germany to comply and send a list of named vessels — or get out. The size of each of these fleets will have to correspond with the quota allotted to East European nations for the first three months of this year.

This strong move by the EEC is believed to have been stimulated by the heavy Soviet fishing, especially in British waters.

The advent of a 200-mile limit for Britain has done little to stem the 'red tide'. The North Sea sprat fishery, which has been a magnet for British vessels, is now attracting the main attention of the Russian fleet. And there are strong suspicions they are going way over quota.

On Tuesday there were 19 Russian trawlers inside the

200-mile limit. Only one vessel was in the Western Channel and the other 18 were all in the North Sea area. At the weekend, 39 Russian vessels were on the sprat grounds.

"There is no way", one skipper told *Fishing News*, "that the Russians can

adhere to having their total catch cut by a third and fish the way they are".

Speculation was heightened on Monday when a report in *The Guardian* newspaper suggested that Whitehall is now resigned to the fact that the Russians would exceed their quota.

On pages 8 and 9 this week, *Fishing News* looks at sprat operations based on North Shields.

The extent of foreign fishing was being played down, said the report, because the Government wanted to soft-pedal on Russia.

North Shields has been a magnet for the sprat fleet. *Janem* is a Buckle boat and, in the background, is Newington Trawlers' wooden-hulled 75-footer *Burton Constable*.

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## Move for Iceland fish ban

THE Federation of British Trawler Officers is pressing for a ban on imports of Icelandic-caught frozen fish and fish products.

Dockers at Hull have already been asked for their support.

Skipper Tom Nielsen, secretary of both the federation and Hull Trawler Of-

ficers' Guild, said on Monday: "We put our case to the Hull dockers when three representatives of our federation met 40 shop stewards last week."

"The dockers gave us a sympathetic hearing but told us they must also have discussions with the fishing industry's ancillary trades before making any decision."

"We want a nation-wide boycott on Icelandic-caught frozen fish and frozen fish products for various reasons."

"Our men are very bitter about this, particularly as Mr. Gundelach, the EEC fisheries commissioner, was understood to have given an assurance some time ago that, while negotiations with Iceland were going on, no Icelandic fish would be landed in the UK in order not to aggravate the situation."

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## Just for the record

Kelvin Hughes have introduced two multi-purpose echo sounders, the Depmar 103 and 131. Their economical price belies their performance, and their size and reliability make them ideal for the smaller vessel.

**DEPMAR 103**  
The DEPMAR 103 has eight depth ranges between 0 and 280 fathoms. Sounding rate, paper speed and pulse length are automatically adjusted to the range in use. Power consumption is only 29W from a 24V d.c. supply, and compact 50 kHz transducers are available for wooden, fibreglass and steel vessels. Adjustable white line, and 'bottom' anywhere are featured for fishing.

Depmar 103 and 131 echo sounders are available now from Kelvin Hughes. Write or phone for full details.

**DEPMAR 131**  
Smaller than the 103, the DEPMAR 131 is only 210 x 280 x 160 mm and weighs 6.6 kg (14.4 lbs). It has six depth ranges between 0 and 120 fathoms with alternative scales to 240 fathoms and, in addition, a 'fisher' with two range scales, providing for deeper economy on passage. The DEPMAR 131 has 4 inch wide paper compared with the 103's 6 inch; but like the 103 it has white line, a 'bottom' anywhere

facility, and very low power consumption. Alternative 60 kHz or 200 kHz transducers are available for wooden and fibreglass vessels, and a 50 kHz transducer for steel vessels.

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## COMMENT

### Lacking knowledge

WHAT WE were saying in this column last week about needing more people in Brussels who knew something about fishing, was underlined on Wednesday, by John Silkin, Minister of Agriculture Fisheries and Food.

Called to give evidence in the House of Commons to the Committee now conducting an inquiry into the fishing industry, Mr. Silkin said that the EEC does not have sufficient expertise or staff to deal with the problems relating to fishing. The only way this expertise can be gathered is through help from national governments. Mr. Silkin went on to point out that Britain was streets in front of the others when it came to contributing knowledge on fisheries matters.

In what amounted to a drum-banging session for his Government and Ministry, Mr. Silkin went on to say that we also led the field when it came to protecting our fisheries. We think there might be a few fishermen who would dispute this.

From the Committee's questions to the Minister, it became apparent that they were as equally confused as fishermen about how our protection fleet is operated. One member of the Committee who had been out with the fleet, referred to a two-and-a-half hour delay when it came to a decision on whether to approach a foreign vessel. There seems to be confusion in the roles of the Ministry of Defence and MAFF in these matters.

So far, it has fallen to Britain to protect 60 per cent of the fish stocks in the EEC pool. Although official estimates put the cost of protection at around £5m we tend to believe an unofficial costing, which includes air patrols, of near £26m.

This is a lot of money to employ in maintaining a soft political line with offending foreign fleets.

## THREE DEAD AFTER COBLE'S MAYDAY

THREE MEN died during the night of January 12/13 when the 34ft. cable Sea Triumph (SH 4) mysteriously sank in the Humber estuary as she was being taken round to Hull from Scarborough.

The men were later identified as the owner of the vessel, Melvyn Stephenson (28), father of four and formerly a trawlerman who was licensee of the Alhambra Hotel, Hull; Benjamin Rowbottom (46), also father of four and formerly a trawlerman of Hull and Harry Scott (38), father of three and a trawler cook from Hull.

Mr. Stephenson bought Sea Triumph in October and the men were bringing her to Hull where they had planned to fish her for recreation.

The drama began at 20.04 hours on January 12 when Spurn coastguard picked up an interrupted Mayday signal. The message was "Mayday, Mayday, we are sinking in the river... Sea Triumph".

It was also picked up by shipping in the Humber, but was cut short before a position could be given.

Immediately the Humber lifeboat was launched and an RAF helicopter from Leconfield joined in the search, but was forced back to base by fog, snow and poor visibility.

The lifeboat, however, kept up the search throughout the night. Around 02.00 hours the lifeboat came across flotsam in the river which was positively identified as belonging to Sea Triumph.

At first light on January 13 the RAF helicopter resumed the air-sea search. Whilst concentrating on a stretch of coastline on the south bank between Grimsby and Doxon Nook, a daylong object was spotted in the sea which proved to be the first body clad in an immersion suit and life-jacket.

It was lifted from the sea



Sea Triumph — lost with her three-man crew on a delivery trip.

and landed by the helicopter at the nearby RAF Station North Cotes.

Returning for a third time to the same area the third body was located, without a life-jacket, and also put down at RAF North Cotes.

The third body was found in a life-jacket, and also put down at RAF North Cotes.

## Deckhand gets 'life'

GRIMSBY deckhand Peter Barbur (23) was dismissed from the fishing industry by Grimsby Port Disciplinary Committee last week following Christmas Day incidents aboard the trawler William Wilberforce.

Three other deckhands — Frank Drinkall (51) of Grimsby, and George Lee (31) and August Spence (27) both of Hull — were each suspended for 30 days.

Additionally, Lee forfeited an 84-day suspension. Charges against Brian Newland (38) of Fleetwood were dismissed.

Barbur, who did not attend the hearing, said in a letter that he became involved in a scuffle with Newland on Christmas Day.

He denied hitting him with a bottle and claimed a broken sauce bottle lying on the floor had caused injuries to Newland, which forced William Wilberforce into Houningsvåg, Norway, for

hospital treatment.

Once in the Norwegian port, Drinkall also went to the hospital for attention to an old shoulder injury. Later Lee and Barbur went to collect Drinkall and take clothes to Newland.

The vessel had just arrived on the fishing grounds, but had not yet started returned light.

At the hearing, Ditch Spence and Lee described the incident as a

dispute over a bottle of beer.

Mr. Cairns said that the industry could have to turn to catching

white whiting and said there were two machines in Hull capable of processing the fish.

Despite the bones and lack of meat.

Mr. Cairns was told that there were only about three fishermen at the meeting, the

reconstruction of the riverward work on the eastern access pier to Grimsby fish docks is now complete.

The work of replacing the old timber pier with a new steel and reinforced concrete one has taken roughly 18 months.

Both jetties — and the culvert de-sac road between them — have been withdrawn from service during the work which replaced by a permanent pier in the light isophase every four seconds and visible from 14 miles in normal conditions.

The riverward fognhorn has also been replaced.

The completion of the new entrance pier coincided with the beginning of demolition of the superstructures of the old Chepman's and Handerson's jetties on Grimsby fish docks.

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## OWNERS ATTACKED Trawlermen bossed by 'Philistines'

DAVID CAIRNS, National Fishing Officer for the Transport and General Workers' Union, has told fishermen and ancillary workers at Fleetwood that trawler owners are the most reactionary employers he had ever met. He said that Britain would have to switch to middle-water fishing, with deep water fishing carrying on in a very limited capacity.

"Which port these vessels will sail from is in the hands of the Philistines," he said. Employers would sail boats from the port which is best for them, regardless of what it meant to their workers.

"I am not going to say there are good employers because I have never met one," he said.

"To me, the fishermen is a second-class citizen. Everything we get is of a secondary nature and they have virtually no entitlement at all to the social benefits of the nation outside the labour exchange."

"How can you claim unfair dismissal from a situation where you are virtually never employed? You are employed from trip to trip."

"We must be able to say to a fisherman 'You will be employed from January to December and you will get no less than a certain amount'. And the money we are talking about is £4,000 a year."

He described the way fishermen are paid as "absolutely laughable". A man could be in a position where his skipper's pay is 20 times greater than his own.

"This is ludicrous. There has got to be a fairer distribution of the wealth of the fishing industry."

Fishermen's "second-class citizenship" would not be accepted anywhere else in any industry in the country.

Second engineer, Mr. Alexander Carmichael, was fined £175 for culpable homicide charge after failing to ensure the safe departure of his ship and crew under Merchant Shipping Act.

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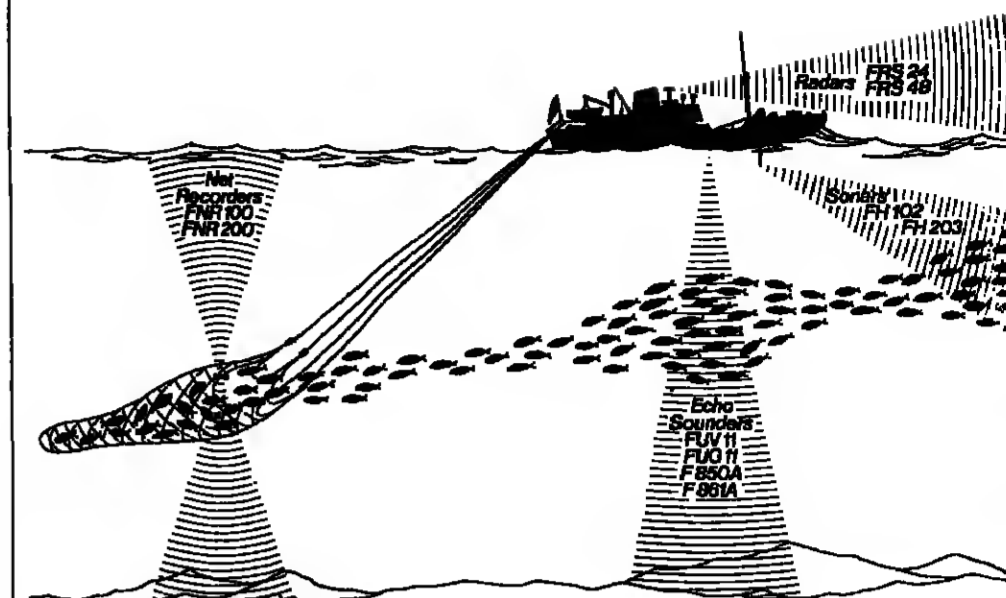
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## fishing news

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## Bid to save Teign mussels

MUSSELS from the River Teign are in danger of extinction. Supplies have drastically dwindled in the last few years and could disappear in the next three years, it is forecast.

Teign mussels have been gathered for hundreds of years. At present, ten mussel fishermen rely on them for a living.

The reason for the diminishing stocks is a mystery. The young mussels

just do not seem to be growing. Veteran mussel-man Ernie Chepman, believes that shipping activity is to blame.

He said the mussels would cover the bottom of boats moored near Sheldon Bridge, yet they would not pitch on the beds, which is where they are wanted.

He believes there could be a connection with boats coming into the river at all states of tide, their propellers stirring up the mussels and not giving them a chance to settle.

In an effort to improve stocks, the men have imported several tons from the River Exe. It is felt that hundreds of tons would be needed to resuscitate the Teign beds.

Teign Mussel Man's Association secretary, Stan Hook, said: "Not even the MAFF scientists seem to know why the stocks are dwindling. All we hope is that they come back as quickly as they disappeared."

Once a week consignments of the mussels are sent to

Billingham to market for distribution all over the country. They have been eaten in Teignmouth for at least 1,000 years and were once a main diet.

Two crewmen were lost in collision with Skipper Morris and the second engineer of Aberdeen Venture were found guilty of culpable homicide at Hull Sheriff's Court.

Skipper Morris was fined

MAIDEN AT NEW PORT SMALL & Co.'s side trawler Priscillian, recently bought from Grimsby, made her first landing at Lowestoft on Friday.

The vessel returned after about a week on the North Sea grounds with a 102-kil catch. Since making that landing the 283-ton vessel has been re-registered at her new home port, taking the number LT 372.

Priscillian was built by Cochrane & Sons Ltd. at Selby in 1961 for the Donalson Steam Fishing Co. of Grimsby, a subsidiary of Sir Thomas Robinson & Co.

The vessel, with her sister-ship, was re-possessed by the WPA last year and purchased by Small & Co. towards the end of the year.

James Duthie, mate of the seine netter, apparently caught his foot in a rope while the net was being put over the side. The crew searched the area for about two hours but there was no trace of the missing man.

## Seiner mate lost at sea

A PETERHEAD fisherman has been lost overboard the seiner Duthie II on the Bressay fishing grounds 150-miles from the Buchan port.

The vessel was back in Peterhead on Wednesday week.

Mr. Duthie was with his wife Mary and his brother John when the loss occurred. The loss is being treated as a tragedy by the Duthie family.

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## Ireland saves herring for food

THE IRISH Government has banned herring fishing exclusively for fish meal as part of a conservation measure agreed by the North-East Atlantic Fisheries Commission.

The Junior Minister for Fisheries, Michael Pat Murphy, has made the ban effective from January 1, 1976, but it contains a provision for a small percentage of herring to be allowed in landings for other species fished for industrial purposes.

Otherwise, herring fishing for any purpose except human consumption or bait is banned.

But's Kingston Pearl (Skipper B. Turner) made 427,160 for 809 kts caught during a 26-day White Sea

trip. Another vessel landing was Boston Deep Sea Fisheries' North Sea seiner, Gudborg Skipper H. Kristensen, realised £8,158 for 251 kts caught while out on a 20-day North Sea trip.

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## Flashing again

RECONSTRUCTION work on the riverward access pier to Grimsby fish docks is now complete.

The work of replacing the old timber pier with a new steel and reinforced concrete one has taken roughly 18 months.

Both jetties — and the culvert de-sac road between them — have been withdrawn from service during the work which replaced by a permanent pier in the light isophase every four seconds and visible from 14 miles in normal conditions.

The riverward fognhorn has also been replaced.

The completion of the new entrance pier coincided with the beginning of demolition of the superstructures of the old Chepman's and Handerson's jetties on Grimsby fish docks.

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## Salmon fishing time slashed

A ROW is brewing at the south coast port of Mudeford over a new fishing by-law which will cut the time fishermen can catch salmon in Mudeford Run.

The new salmon netting season opens in February and fishermen say the by-law made by the Wessex Water Authority will cut their fishing time in half.

The Wessex Water Authority says it is willing to meet a deputation of Mudeford fishermen for talks.

The by-law was made and approved by the Ministry of Agriculture to help conserve dwindling salmon stocks.

## 'Vanguard'—good news

THERE WAS good news for British United Trawlers last week when its Grimsby-based freezer *Ross Vanguard*, which grounded north of Tromsø, Norway, last month, was inspected in a dry-dock at Linnham.

It is understood the vessel has suffered only minor damage, mainly to sounding equipment, and could be back at sea within a few weeks.

# BOARD BACKS FISH PLANT FOR LEWIS

DETAILED proposals for building a fish drying factory with pier at Breasclete on East Loch Roag, Isle of Lewis, have been prepared by the Highlands and Islands Development Board in partnership with a Norwegian firm.

The proposals are the first development in the board's plans for the expansion of fisheries to the west of the Hebrides and envisage the establishment by the board of its own commercial enterprise.

Professor Kenneth Alexander, chairman of the board, has said that the implementation of the proposals would require the co-operation and support of a number of interests and public bodies.

"The board has started discussions towards this end. We have been meeting local crofters and landowners in Lewis with a view to the purchase by the board of the small quantity of land which would be required at Breasclete for the project.

"We also met representatives of the Western Isles Islands Council and held a meeting in Breasclete to inform the people of the community about our proposals."

Professor Alexander also stressed that the proposals would require to be approved by Government.



Breasclete, Isle of Lewis, where the HIDA plans to build a new pier and fish drying plant.

The board's project involves a fish drying process based on a technology developed in Norway but not so far used on a commercial basis in the United Kingdom.

The species of fish required for the project are in plentiful supply west of the Hebrides

but are not at present fully used by UK fishing interests. It is believed that the project will provide an additional sales outlet for the Scottish fishing fleet.

The project will entail building a pier at Breasclete capable of handling fishing

vessels at all states of the tide, and the construction of a factory to operate on a year-round basis.

It would provide full-time jobs for over 30 people and some 15 part-time jobs. The estimated cost is in the region of £750,000.

## Run of records at Fleetwood

MORE records were smashed at Fleetwood last week as the port was caught in a relative fish famine. There was only one landing by a distant water vessel.

The stern trawler *Norino*, commanded by Skipper Frank Wilson, returned from the White Sea after spending Christmas and New Year at sea. She landed 1,440 kits, including 1,100 of cod, which sold for £44,312. This is a new port record for the similar class of stern trawler.

The pocket trawler *Replenish* also got into the records. She returned to port with 344 kits, including 40 of cod, 17 of haddock, 100 of coley, 20 of roker and 110 of dogs, which sold for £9,241 — the highest total ever made by a vessel owned by J. N. Ward and Son Ltd. Skipper Mick Oldman commands the trawler.

It was also a good week for other Ward vessels. The stern trawler *Resound* (Skipper Charlie Pook) landed 282 kits, including 40 of cod, 10 of haddock, 116 of coley and 75 of dogs which sold for £7,273.

The pocket trawler *Resolute* has had an excellent run lately under Skipper Bill Ansell and her latest trip was no exception. The boat returned to port with 255 kits, including 30 of cod, 10 of haddock, 70 of coley, five of roker and 80 of dogs which sold for £8,431.

Hewett Fishing Co.'s 109ft. stern-ship, *Royalist* and *London Town*, managed to overcome some appalling weather and landed good catches. *Royalist*, with Skipper Jack Pickens in command, landed 321 kits, including five of hake, 75 of cod, 30 of haddock, 55 of coley, 16 of roker and 80 of dogs, which sold for £8,604. *London Town* (Skipper Peter Weismann) landed 243 kits —

75 of cod, 30 of haddock, 10 of coley, 15 of roker and 50 of dogs — which sold for £8,135. In the middle-water section there was only one landing. The stern trawler *Idena* (Skipper Dave Geddes) returned after a trip hit by frequent gales. She managed to catch 433 kits, including 70 of cod, 120 of haddock, 125 of coley, 15 of roker and 60 of dogs, which sold for £13,210.

She worked a variety of grounds. There were excellent prices throughout the week, with cod going up to 547 a kit. Haddock, however, provided the highlight. A kit of medium hake landed by *Boston Sea Hawk* made £98 — a new record for the port. There were also near record prices for many other varieties.

A GIANT lifeboat shaped cheque for £110,000 was given to the RNLI at the London Boat Show by the Round Table on Friday, January 7. The money will go towards a new *Woveney* class lifeboat to be stationed at Newhaven, Sussex, named *Louis Morches of Round Table*.

THE FORMER Grimsby seiner *Thor*, now Boston-owned and working from the south Lincolnshire port, had to summon Skegness lifeboat late on Thursday last week.

She was being swept out to sea in gale-force winds and a blizzard after a net had fouled her propeller.

Skipper-owner Raymond Maltby and crewman, Peter Warren, both suffered from exposure after a day mostly spent trying to free the propeller in worsening weather. Finally the pair were forced to give up and redid for as the disabled vessel was swept further and further to sea.

## Eight nabbed in a night

EIGHT large hanta have been caught inside the Cornish three-mile limit in one night and "aerial" will be taken in due course.

Cornwall's chief fishery officer, Broadland Tinkin, told Cornish Sea Fisheries Committee members this when they met for their quarterly meeting last week.

Mr. Tinkin said the three-mile limit is more important now than at any other time.

"There are mackerel from three miles out to the shore," he said. "The men who fish for them should get the protection they need."

He appealed to magistrates to make full use of the new Fisheries Limits Act which together with the by-laws meant fines being increased from £50 to £1,000, plus confiscation of catch and gear. "We cannot tell them the job," he said. "I only hope they will be on the side of the Cornish fish men."

Mr. Tinkin said a number of prosecutions were now pending. Of the eight found guilty, he said that the four were all fishing well inside the limit and from 1½ miles out. They came from Grimsby, Scotland and Portland as well as from local ports.

"The next night we saw 40 boats in the area but not one ventured inside the limit."

Mr. Tinkin said that the fishermen seemed to know where the patrol vessel *Pharos* is each night, and went out of their way to avoid her.

"To catch them means at least send two officers on board a fishing boat and collect as much evidence as we can. They will fight the case, because this time it's £1,000, plus confiscation of gear and catch, is at risk and not just a fine of 50s."

"The day of the 'Challenger' is over. We cannot patrol 24 hours a day, but with the publicity that will be given to those caught, and the old being pursued, we hope will deter fishermen from breaking the law."

Cornish skippers returning to port on Sunday reported dead mackerel on the grounds. This is evidence of fish-dumping which in winter, because of the fishery, Thon, the sea became polluted for miles.

## 'THOR' SAVED

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January 21, 1977

# Meal plant calls a halt

HEAVY LANDINGS of sprats proved too much for Grimsby Fish Meal Co.'s reduction plant last week and it had to restrict landings and finally call a temporary halt.

Grimsby is the most southerly operational fish meal processing centre and this means it handles offal and fish from all points south.

Lately, it has been very busy with mackerel from Channel ports like Plymouth and Penzance.

These contracts were made last autumn when the factory was short of work.

The Grimsby plant handles somewhere in the region of 3,000 tonnes a week of raw material, with sprats and mackerel accounting for nearly three-fifths of the work load.

Sprat marks are now well south of Falmouth and, once a vessel is on to a shoal, it can fill up very quickly.

Currently 19 Grimsby vessels are spratting. Most have a capacity of around 50 to 60 tonnes, but there are exceptions like *Somontho* which can easily manage 100 tonnes.

*Jil-Annon*, however, can only cope with about 35 tonnes.

Additionally, the occasional visitor from Denmark or elsewhere drops in with a full load — usually in excess of 100 tonnes — like the Scots pair *Atlantic Star* and *Noroya* which recently arrived with 150 tonnes.

Last week, because of the glut of sprats and heavy deliveries of mackerel into Grimsby, a quana of local vessels built up. Some were in port over 48 hours before their turn came to discharge, although the meal company did its best to ensure delays were kept to a minimum.

Finally, on Thursday last week, owners were advised of a temporary shutdown once the existing backlog had been cleared.

Many fishermen were not too pleased. Skipper Francois Wintain, arriving on the Thursday with a deck cargo and full fishroom of sprats in *Glendo*, told *Fishing News* that he had been told he must wait until Thursday (yesterday) before *Glendo* could be discharged.

Other skippers faced similar problems and one told *Fishing News* he would probably land in Denmark rather than cease fishing. Unfortunately, the sprats are so close to the coast that the steaming time, and the cost, would not make this viable for most Grimsby boats.

In a desperate move to save the 70 tonne catch on *Glendo*, worth over £3,000, Skipper Wintain sailed for Esbjerg, Denmark, late on Tuesday.

Landing restarted yesterday (Thursday) at a rate of approximately 150 tonnes daily, but the meal company gave warning of a reduction to 100 tonnes daily from January 24 and May after this intake, either way with one week's notice thereafter.

Last month, skippers met to discuss the situation and a further meeting was held on Wednesday in an effort to save the 14-year-old industry at Grimsby from collapsing.

Just to make matters worse, the consensus of opinion among sprat fishermen is that the present season is likely to be short-lived and could even be over by the end of January.



Grimsby's sprat quays with *Arco Champion*, *Saxon King*, *Samantha*, *Homeward*, *Cleo* and *Yolande-Anne* waiting their turns. Skippers had a long wait to unload.

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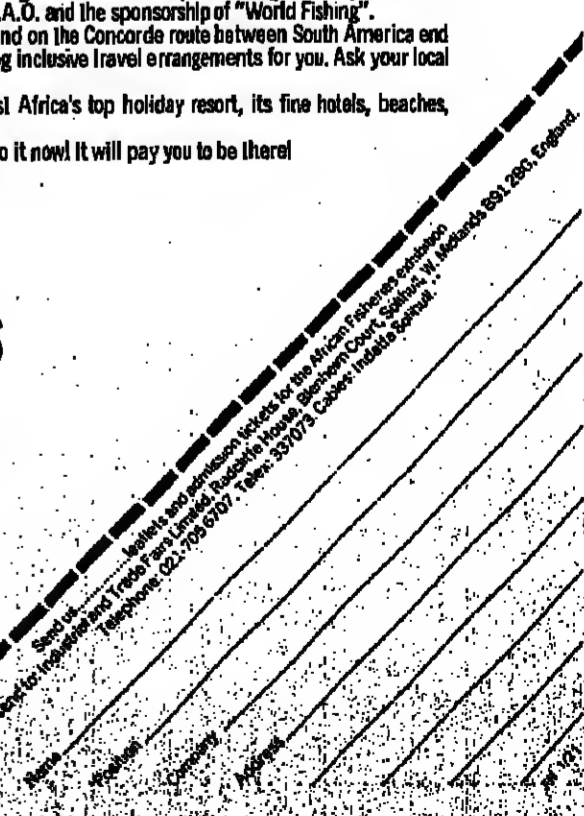
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**NORTH SHIELDS** is growing in importance as an inshore port. Provisional figures for 1976 show that about 1,300,000 cwt. of all species of fish sold there for just over £7m. in 1976, as against 888,600 cwt. fetching £4.4m. in 1975.

With the decline of the Humber ports, North Shields could well play an increasingly important role in the future. Its geographical position gives it greater potential than almost any other British port, especially within the context of Britain's new 200-mile limit and the cut-back in distant water fishing.

The richest North Sea grounds are only a few hours' steam from the Tyne and there is rapid road access to the Midlands and south.

Existing fish quay and berthing facilities are inadequate, but the plan to build a new fish dock has not been ruled out. If the scheme goes ahead, it will be the first time for about a century that a whole new fishery harbour has been built in the British Isles from scratch and on such an important scale.

Already new premises for fish merchants are being built and have been designed so that they would fit in with any new fish dock development.

Major landings at the port still stem from white fish with 307,000 cwt., mainly from inshore trawlers and seine netters, fetching about £4.4m. in 1976. However, in recent years, a vigorous sprat fishery has developed and in 1976 the landings and value were about double the 1975 figures.

The current sprat season is now in full swing and December saw about 75 vessels from Scottish and English ports taking part.

During the few weeks from November 28 until the end of the year, the season had its best start ever when 313,244 cwt. was sold for £757,167.

The bulk of sprat landings went for fish meal with prices pushing up to the £50-a-ton mark.

While fishermen are paying about 25-a-ton for road transport from North Shields to the Humber fish meal plants, the big prices together with heavy catches are making the fishery well worthwhile.

In the few weeks prior to December 31, only 28,649 cwt. was sold for pet food and 3,739 cwt. for freezing.

Prices varied from about 23.88 a cwt. for pet food to £10.50 for human consumption; the cran measure is still used as catches are discharged by basket.

Sprats destined for fish meal can be unloaded much more rapidly by means of "diggers" mounted on the quayside.

With prices for fish meal now about on a par with those for freezing and pet food, the meal fishery is more lucrative as boats unloading by "digger" have a faster turn round.

In the past, sprats have been taken off the Tyne and the Durham coast, but this season they are swimming much further south.

At the end of the year the fleet was fishing off Whitby and Scarborough. By the end of the first week in January boats were having to steam as far south as Flamborough Head. This has prompted the Grimsby boats which were based at North Shields earlier

in the season to take their catches straight into the Humber.

One or two Scottish boats, and odd boat belonging to North Shields, have also put into Grimsby.

Quality of the sprats this season is fairly mixed, with the fish ranging in size from about 6 to 15 cm.

The boats are able to fish for sprats at any time of day or night and, so, normally just stay at sea until they get a full fleckroom. With the shoals moving so far away from North Shields this season, the boats are having to make longer trips. But, once they find the 'marks', most of them have enjoyed heavy fishing.

*Fishing News* visited North Shields during the first week in January when boats were making their first trips of the year.

The four 56 ft. Buckie-based sister-ships *Unity*, *Jo-nen*, *Celcius* and *Morning Star* made two big landings during the week.

Between them they put ashore about 180 tons after a 22-hour trip and, later in the week, landed 200 tons for 30 hours at sea. With the grounds a six-hour steam away from port, this is an excellent result.

All four boats are of stern trawler layout and were built of steel by Hard and McKenzie of Buckie during the last four years or so. They are working as a foursome using Iver Christensen four-panel pair trevils.

Two larger Scottish pair trawlers arrived at North Shields in the New Year after switching from the west coast herring fishing: the 66 ft. Tynesdredft-designed steel vessels *Day Dawn II* and *Golden Dawn* under Skippers James Tait of Inverloch and Andrew Cowie of Patershead.

On Friday, January 7, *Day Dawn II* landed 120 tons of sprats, but *Golden Dawn* had only 20 tons following mechanical trouble.

Good 'marks' had been found about six miles east of Flamborough Head. Skipper Cowie said: 'We're glad that we came because there is good money to be made at the sprats'.

Many other Scots from ports as far north as Buckie are working sprats. These in-

# NORTH SHIELDS



The 86ft. Peterhead registered *Day Dawn II* (Skipper James Tait) ready to unload a catch of about 120 tons

## -meal prices but sprat fishing

clude the new 74 ft. wooden boat *Scarlet Thread II* which has been built by the Malahide shipyard, Dublin, for Skipper Tom Buchanan of Port Saton (Details of this boat will appear soon in *Fishing News*).

*Scarlet Thread II* is working in partnership with *Scarlet Chord III*, built in Norway for the Buchanan family about three years ago.

Skipper Tom Buchanan of *Scarlet Thread II* said that

the sprat shoals are not so big and dense as in previous years, but there is good fishing once the 'spots' are located.

The majority of locally owned vessels are also joining in the spratting.

Skipper Cliff Ellis and the 67 ft. Danish-built steel vessel *Christine Nielsen* are having a particularly good season. Another new boat, the 65 ft. *Sonia*, has also begun fishing. She has just loan

completed by Robinsons Boat-builders Ltd., of South Shields for Skipper Terence McEneaney of North Shields.

A good performance is also being put up by the five vessels operated from North Shields by Newington Trawlers Ltd., namely *Cherry Burton*, *Burton Constable*, *Bishop Burton*, *Burton Palsen* and *Burton Agnes*.

It is now more than two years since this number-845 tons. *Day Dawn II* landed 120 tons of sprats from the 86ft. Peterhead boat for transport to the meal plant. Below: the *Day Dawn II* (Skipper James Tait) is having a good run.

based deep-sea fleet of the New Year she landed 109 tons after a 36-hour trip. The 75 ft. wooden-hulled *Cherry Burton*, under Skipper Colin Pearce, put ashore a 91-ton catch for her first trip of the year.

All the Newington boats are working single-boat Beris rigs. A spokesman for *Cherry Burton* said that the boats were ideally suited for this kind of fishing and that their

design and general performance is very satisfactory. The three vessels yet to be delivered to Newington are under construction at the Eyemouth Boatbuilding Co. and the first is scheduled for delivery in March. All are 75 ft. long with Caterpillar engines and split winches. Skippers for the three boats have yet to be appointed.

Another welcome arrival at North Shields is the 87 ft. *Persevere*. Formerly the

Peterhead-registered *Silver Lining*, she was lengthened at Bideford Shipyard last year to give her stability standards similar to those of other modern boats in the Scottish fleet.

After leaving Bideford in October, she began working mackerel from Plymouth and then switched to sprat fishing from North Shields before New Year.

Skipper Peter Johnstone said that the boat had proved capable of fishing well and is able to work a single-boat mackerel trawl, but really needs a net drum to cope with the large catches.

In Devon, *Persevere* had been working with a Cornish crew but they had not wanted to work sprats. A North Shields crew has now joined the boat.

Although the new crew is still getting accustomed to working sprat gear, *Persevere* has made a very encouraging start from North Shields and has landings of 80 tons.

Skipper Johnstone expects to be based at North Shields, switching to seine netting at the end of the winter sprat season.

Skipper Peter Johnstone

report by GLORIA WILSON

Left: sprats from the 86ft. Peterhead boat for transport to the meal plant. Below: the *Day Dawn II* (Skipper James Tait) is having a good run.

Right: *Persevere* unloading a catch of sprats in North Shields. She has been mackerel fishing from the West Country since her modifications at the Bideford Shipyard.

report by GLORIA WILSON

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## Drifting even deeper

"I HAVE been fishing nine score drift nets this winter fairly successfully."

"I fished them from the surface down in seven fathoms and usually most of the fish were in the bottom half of the nets. My echo sounder generally showed that they were well down in the water."

I am, accordingly, trying to find out how I can let the nets down on 1 1/2 - 2 fm. strops. Do I take the cork off or do I put more weight on the foot-rope?"

I believe that the best way to rig your nets is to add to their footropes leadlines which will make them sink. Then, if you attach buoys at the junctions between them on 1 1/2 - 2 fm. strops, they should fish at the required depth.

If you are working a small fleet of nets, you can lie to them by a rope attached to the headline of the nearest net. But if you are going to work a big one, your best plan would probably be to attach larger buoys on longer strops above the junctions of the nets.

The strops should be about a fathom longer than the depth of the nets. Headlines should be secured to them 1 1/2 - 2 fm. below the buoys and a stout werp should be attached to their bottom ends.

You will then be able to lie to the nets by both a rope attached to the headline of the nearest net and the werp, and there will be no risk of headline parting in rough weather.

## Quick-splicing polythene rope

ROPE THAT you can splice in a fraction of the time it would take you to splice any other type of rope has recently become available.

Known as Polysplice rope, it is made of orange polyethylene and is about 1 1/2 in. in circumference. It consists of eight 1/4 in. circumference strands loosely braided together so that if you compress the rope longitudinally at one end and they open up and make it possible to insert the other end of the rope through the middle of them. If you then decompress, the strands close and take a firm grip on the end of the rope inserted.

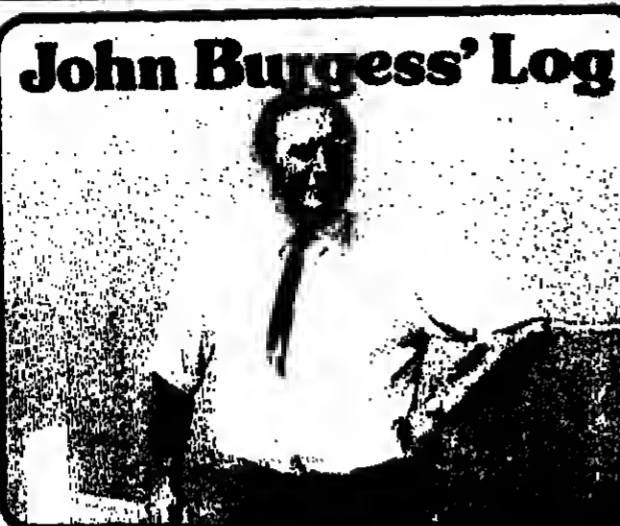
### Eye splice

You can not only splice lengths of rope together in this way, but you can splice the rope back on itself to form an eye splice, or around a thimble, with equal ease and speed.

So long as you pass between 6-8 in. of the free end through the open strands, the splice will hold firmly when tension is put on it.

If you want to remove a splice, you can do so as quickly and easily as you made it; all you have to do is to compress the strands again and withdraw the free end of rope.

As far as I know Polysplice is only being produced in this one size at present. This has a breaking strength of 3,360 lb. so it should be suitable for



John Burgess' Log

making all sorts of slings and grommets and for scores of other applications.

No doubt it will be made in larger and smaller sizes in due course and its uses increased.

### Less costly

It is interesting to ruminate on what its applications might be if the same type of construction could be employed to braid flexible steel wire instead of polythene strands. Work involved in putting splices in wire ropes would become far less costly.

Further information about Polysplice is obtainable from Daraport Ltd., 'Leudate', Dukes Road, Newdigate, Surrey.

## General purpose coupling links

SINCE I described some coupling links on October 1, I have learnt another fact or two about the range which is being imported by Euroquip (Tooling) Ltd.

In addition to the standard series of links, a series of longer links are now available and the latter, I think, are preferable for general purpose use.

They can be opened wider than standard links and, in practice, you are likely to find that they are more generally useful than standard links for this reason.

Say you want to fit a link round a thimble in an eye splice at the end of a rope. If you use a standard link you are likely to have to fit it to the thimble and then splice the rope around the latter — which means that you cannot remove the link thereafter. But if you use a long series, wide mouth link, you can splice the rope around the thimble, fit the link and thereafter remove it like an ordinary shackles when you want.

This is an unsolicited instance of the advantages of wide mouth links. I could cite many more.

As well as these links, one devised for use by seafarers in Denmark is also available. This is made of 1 in. diameter steel rod, is 6 in. long and is designed to take 1 in. diameter rope or chain at one end and 2 in. diameter rope or chain at the other. I don't know the particular purpose for which this link is used in Danish seafarers, but I do know that its shape makes it useful for some purposes in any fishing vessel.

### Chain

Say, for instance, you want to join a 3 in. circ. fibre rope with a thimble spliced in the end to a length of chain. The thimble will fit comfortably in the wide end of the link and the end of the chain in the other. If there is no thimble in the end of the fibre rope, there is plenty of room to hitch it to the link.

If you want to secure both a length of chain and a length of a mooring swivel, the wide end of the link will take them both. There may be more similar uses for this link.

There might be uses in fishing vessels, too, for a device known as a Security Snap Hook which is being imported along with the coupling links.

## Don't believe all you read

MOST items of gear and equipment sent to me for test perform as claimed by their manufacturers.

The performance, of course, however, falls far short of claims made for them in sales literature and as a result of one or two recent experiences, I think you would be well advised not to believe implicitly all that is written in product data sheets.

Many of them are written in good faith. But maybe some of these responsible for their publication don't have proper facilities for testing their products in a marine environment or find it uneconomical in the short term to test them thoroughly under working conditions before launching them on marine markets.

Maybe there are other factors which affect the veracity

of claims. A producer of anti-fouling compositions may be a new one in certain areas and find it gives comparatively good protection for the time he intends to charge for it. A cross-section of craft in those areas. But it may prove poor value for money when applied to vessels engaged in different types of operations elsewhere.

Claims made for a composition which I tried not long ago may have been quite justifiable and it may have been effective when applied to the bottoms of craft kept in the vicinity of the manufacturer's premises. But on the bottom of my boat it was more effective for keeping it free of fouling organisms than black varnish.

Likewise, a product for protecting underwater metal fittings which I recently tested. It may be effective in American waters, but hereabouts it is just the opposite.

I was highly impressed by claims made for this product in sales literature. I thought might be just what a lot of boat owners want — a composition which will keep underwater fittings free of fouling organisms and protect them against galvanic and electrolytic action.

I accordingly cut two steel plates, coated one with the composition in strict accordance with the distributor's instructions, left the other untreated, and fitted them to either side of the rudder.

This was about four months ago. I have inspected the plates and found that there were no mounds of rust on the untreated plate and that the treated plate had been coated as on the other.

No names; no pack date; but if you are tempted by advertisements and persuasive sales brochures to buy a quantity of a product for which such claims are made, I suggest you obtain samples for test before you buy.

## Wire steering gear wanted

"I HAVE a 30 ft. boat which is steered with a hand-operated tillor."

"I intend to build a wheelhouse forward and install a wheel and wire/pulley steering gear. But I cannot find anyone who can supply the necessary components — wheel, quadrant, sheave etc."

I should, therefore, be grateful if you could send me the name and address of a supplier."

Simpson-Lawrence can supply complete wire steering gear assemblies for boats your size. They are available in pedestal or bulkhead form with a variety of types and sizes of wheels, four sizes of quadrant and three alternative sheave mountings.

Output torques at the rudder post vary from 280 lb/ft. with an 8 in. radius quadrant and 24 in. diameter wheel to 745 lb/ft. with a 14 in. radius quadrant and 36 in. diameter wheel.

Quadrants are fitted with terminals for 5 mm diameter stainless steel wire, terminals which can be adjusted for tensioning.

headquarters are at 218 Briston Drive, Glasgow, where the firm has distribution many parts of the country and you may save transport costs if you direct the address of your nearest agent.

## Getting to grips

"I KEEP a Woden 4 ft. vee on board for spare wire."

"A short while ago the vee broke and I have since been trying to find the name and address of the makers of the type of vee — without success."

"I should be most grateful if you could let me know the manufacturers, etc. and suggest where I can get a replacement."

Manufacturers of Woden vices is Joseph Woden Ltd., Woden Works, Balnate Road, West Midlands.

**SEARWINCH LTD.**  
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## DIESEL TERMS

"I AM confused by the terms used for describing the combustion systems of diesel engines — direct and indirect injection, open chamber, pre-chamber and swirl chamber. Can you please explain precisely what each means?"

All the terms you mention are used to describe one or other of two primary types of combustion systems. Direct injection and open chamber are used to describe one type; indirect injection,

pre-chamber and swirl chamber to describe the other.

In the first type atomized fuel spray is injected directly into the combustion chamber — the space between the top of the piston and the cylinder head — under high pressure. It is forced through six or eight holes in the injector tip which rip the fuel into minute particles.

These are uniformly distributed and exposed to the air across the crown of the piston and so complete combustion is achieved.

In the second type of system — employed mostly in slow or medium speed diesels — a comparatively coarse stream of fuel is forced through a valve into a pre-combustion or swirl chamber located near the cylinder head.

As it contains hot air, it starts to burn and build up pressure in the chamber, and this pressure forces the burning mixture at high velocity into the combustion chamber proper in the upper part of the cylinder.

## OAR SLEEVE

"CAN YOU tell me where I can get leathers for oars? I used to buy them — years ago — from a firm called Leaflets but I no longer have its address."

I doubt whether you can get ready-made leather sleeves for oars anywhere nowadays, but you can always buy leather from any saddler to make them yourself.

Leather sleeves have been superseded by polythene sleeves which are far more durable than leather. The leather, I think, are mostly imported from Norway.

You may be able to get them from Hayward Spear Ltd., The Old Millings, Wickham Market, Suffolk; if not, from Hugh Norman (Marine Sales) Ltd., Ythan Cottage, Inverurie, Ellon, Aberdeenshire.

## Get estimates in writing

"THREE months ago I had my boat hauled out for some repairs and the engine to be replaced. I was quoted a price for slipping, for the repairs, for installing the new engine and for re-launching. The quotation was a verbal one and I accepted it verbally."

"Now I have received an invoice for over £200 for work involved in fitting the engine — in addition to the account for slipping and repairs. What can I do about it?"

You can refuse to pay the account and let the boatyard proprietor sue you, or you can endeavour to come to some arrangement with him about it amicably.

You are both at fault and you may both have to pay for making a major mistake in

the first place. With all the goodwill in the world, it is possible for misunderstandings to be made in verbal contracts. And it is the height of folly not to confirm any made, in writing, as soon as possible afterwards.

If a boat builder, boatyard proprietor or marine engineer is not in the habit of making quotations in writing and you come to a verbal agreement with him about the cost of work to be done, possible later disagreement can be avoided by writing him a note and keeping a copy of it shortly after your consultation.

If you state in it what you understand to be the terms of the agreement and he accepts it without contradiction, no situation such as that which you find yourself in can arise.

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- \*Who's catching how much of what — and where.
- \*New legislation — what it says and what it means.
- \*Today's trends in fish marketing — and how they will affect you tomorrow.
- \*Changes in consumer demand — the

growing market for non-traditional types of fish.

\*New fisheries limits and Exclusive Economic Zones — when they become effective and what they will mean to you.

\*Career prospects in fishing in a changing world.

\*Aid agencies — how you can benefit from them.

FNI tells you the where, the when, the what and the how; what's going on all over and what's

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## Falmouth fleet 'listing'

ALL FISHING boats working out of Falmouth, Cornwall, are to go on record.

Local fishermen, Mr. P. Cruckford, is to compile a list of craft giving names, registration numbers and port of registration for the Cornwall Sea Fisheries Committee.

The idea came from a Sea Fisheries Committee meeting when it was claimed if a boat with the same name as another went missing, it could be some time before details were obtained for the rescue party.

"There are far too many boats with the same name, in some cases, place names different to the Port of Registration," said Mr. Cruckford. "It could cause great problems if a tragedy occurred."

The committee will vet the list and take what action it considers necessary.

## 'MONARCH' ON TOP

TOP GROSSING at Lowestoft last week was £10,876 made by the Small & Co. stern trawler *Suffolk Monarch*, skippered by 'Rogie' Smith.

Returning for the Tuesday market after a 12-day trip, she put ashore a 313-kit catch.

*Boston Sea Sprite*, under Skipper W. Bernard, was in second place with a £10,609 grossing made from a 255-kit landing on the Monday after 12 days. In third place was *Constance Banks* which Skipper David Athorn brought home for the Tuesday market with a 255-kit catch after 12 days at sea. She made £9,569.

## EEC plans young trainee swap

A WORKING Party of the EEC is considering a small pilot programme to exchange young workers in the fishing industry. A country can either send or receive, or both.

The course would be for about nine months, with training in the host country's language. Travelling expenses and an allowance will be paid. A number of countries have indicated that they will be prepared to receive workers — France will take 15 and have a course associated with their fishery training school at Lorient where all aspects of fishing and mariculture are covered; Scotland has said that they will take

# GRIMSBY NOSEDIVE! lowest landings for a long time

GRIMSBY landings reached rock-bottom last week. Just on 12,000 kits were put ashore — the lowest for exactly 12 months.

The second week back at work after Christmas is now proving even more of a headache for merchants than the first. Without overland supplies and frozen stocks, the supply position would have been acute.

Six of the remaining seven distant water trawlers which sailed before Christmas landed a disappointing tally of 6,368 kits, mostly after trips getting on for a month in length. Many vessels were hampered by bad weather and terribly slack fishing in the White Sea.

BUT's 'big un', *Ross Revenge* (Skipper Bill Ferrelle), made her size pay off with the top trip of 1,383 kits, including over 1,000 kits of codstuffs, which grossed £45,828 after 25-day trip.

With possibly the best quality White Seas trip, BUT's *Lord Jellicoe* (Skipper Bill Sate) just failed to better this grossing from a slightly smaller catch of 1,280 kits, after a 24-day voyage, which sold for £43,603; again mostly cod and codling and nearly 300 of haddock.

The only other White Sea

trip to better £40,000 (by £812) was *Vianova* (Skipper Tony Henkin). She completed a hat-trick for BUT with 1,221 kits after 25 days. It was a bad week for Consolidated Fisheries. *Bornaley* and *Gillingham* had only 752 kits and 586 kits of White Sea cod and haddock which grossed only £24,515 and £18,715, respectively, after long trips.

Middle water landings were confined to the H. L. Taylor Ltd. and Lindsey Trawlers Ltd. fleets, which both made early starts after Christmas and before New Year. Again some pretty luck weather tended to spoil most trips, but the greater variety of fish was most welcome.

Taylor's *Nanoo* (Sk. Bill Hodson) hit an early high grossing from a 215.235 grossing from a well mixed faroes/Westerly 14-day trip of 608 kits, consisting mostly of haddock, dogs and cod, and was never caught.

## Canada's new zone charted

CANADA'S 200-mile fishing zones, which came into effect on January 1, are now marked on four new navigation charts.

The zones are set out on three new East Coast charts (Encreux).

The new charts, priced at three dollars each, are available from the Marine Chart Distribution Office, Canadian Hydrographic Service, DFE, 1875 Russell Road, Ottawa, K1G 3H6, Canada.

people interested in fish farming at two levels — biology and operations; and Denmark will also take young workers.

It is hoped to have a final decision made as to whether the pilot programme will proceed or not by March and the exchange would commence in the late summer.

The Irish Fishermen's Organisation is seeking interested applicants through the fishing co-operatives in the country in the 18-30 age group. A minimum of 20 trainees are needed for the course and the EEC is looking for at least five per country, with priority given to fishermen.

## SECOND 'CARRAIG UNA' BODY FOUND

A SECOND body from the crew of the trawler *Laura* — ill-fated Donagall trawler *Carrig Una*, which sank on November 23, has been found.

It was that of 19-year-old John Boyle of Burtonport and was discovered six miles from the scene of the tragedy off the Donagall coast by the

— 4001 (Gulf of Maine to Strait of Belle Isle); 6001 (Strait of Belle Isle to Hudson Strait); and 7010 (Devise Strait and Beffin Bay). On the Pacific Coast the 200-mile zone is indicated on a single chart — 3000 (Encreux Strait to Dixon Entrance).

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## HULL LECTURER RETIRES



Jack Lilley, president, Hull Trawler Officers' Guild, presenting a cheque to Peter Harvey, Fisheries Science Officer of the Nautical College on his retirement.

The event was an evening of success. A huge tank competition helped to raise the proceeds of the dinner, which was held at the Nautical College. The Hull Trawler Officers' Guild presented a cheque to Peter Harvey, Fisheries Science Officer of the Nautical College on his retirement.

## Living with the oil boom

THE DISCOVERY of oil under the North Sea has had a profound influence on almost all aspects of life in the Shetland Islands.

Reactions of the Shetlanders and the way in which the advent of the oil companies is affecting their lives, culture and environment are described in the book *The Shetland Way of Oil* published by Thuleprint Ltd. of Sandwick.

Edited by John Button, the book brings together articles from 14 contributors. The chapter entitled 'Fisheries and Oil' had been written by secretary of the Shetland Fishermen's Association, former skipper George Hunter.

In a low key and factual manner, Mr. Hunter describes the effects of oil development on the Shetland fishing industry and its fears for the future.

He points out that oil has had a less serious effect on the industry than was first expected as good quayside

## BACK ON ORMERS

THE GUERNSEY Sea Fisheries Committee is seeking the co-operation of fishermen this weekend when for the first time in 12 years the island's beaches will be open for the gathering of ormers for the first time in 12 years.

Fishermen are being asked to look out for ormers which have been tagged as part of a survey being carried out on behalf of the committee by Japanese marine biologist, Ikao Hayashi.

Weather permitting, it is expected that apart from beaches which are accessible from the shore, fishermen will be picking up ormers on rocky reefs and islets known to hold good hauls of ormers the past.

The minimum size will be taken is 8 cm. (3 1/8 in). Two more dates — February 18 and 19 — will be available for ormering this year.

## NEW PURSER

THE latest purser for the Shetland fleet, the 86 ft. wooden-hulled *Zephyr*, has been delivered by the yard of J. and G. Farley. A full report and pictures of the vessel, for Skipper John Irvine, will appear in *Fishing News* next week.

Almost all skips and mates smiling out Hull during the past 2 years have been taught Hull Nautical College Skipper Peter Harvey.

To mark appreciation of the service he has given to the fishing industry, a retirement presentation of a cheque made to him at the annual dinner of Hull Trawler Officers' Guild.

Skipper Jack Lilley, president of the guild, handed the gift at the Grange Hotel, Wetherby, near Leeds. There were also two special guests — Mrs. Harri and Skipper John Edde who was fellow lecturer.

Skipper Harvey.

Outing

The event was an evening of success. A huge tank competition helped to raise the proceeds of the dinner, which was held at the Nautical College. The Hull Trawler Officers' Guild presented a cheque to Peter Harvey, Fisheries Science Officer of the Nautical College on his retirement.

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# Catches and Prices

## TOP LANDINGS LAST WEEK

### GRIMSBY

Distant water  
£45,828: *Ross Revenge*, BUT, (Sk. W. Ferrelle), WS, 1,393k, 25 days  
£43,603: *Lord Jellicoe*, BUT, (Sk. W. Sate), WS, 1,280k, 25 days  
£40,812: *Vianova*, BUT, (Sk. A. Hankin), WS, 1,221k, 25 days  
£35,238: *Boston Halifax*, Boston, (Sk. R. Evana), WS, 1,136k, 27 days  
£24,514: *Barnsley*, Consoil (Sk. M. Smith), WS, 752k, 25 days  
£18,715: *Gillingham*, Consoil (Sk. D. Ferrand), WS, 586k, 24 days

### Middle water

£15,235: *Nanoo*, Taylor, (Sk. W. Hodson), W, 608k, 14 days  
£15,200: *Lucerne*, Lindsey, (Sk. F. Gilchrist), W, 523k, 16 days  
£13,298: *Tokio*, Taylor, (Sk. J. Green), W, 426k, 15 days  
£11,585: *Erimo*, Taylor, (Sk. G. Smith), W, 404k, 16 days  
£9,577: *Ogano*, Taylor, (Sk. G. Drewery), W, 331k, 14 days

### North Sea

£2,021: *Lofoten*, Lindsey, (Sk. A. Hatton), NS, 53k, 5 days

### Pair teams

£16,530: *Margrethe Brien*, (Sk. Jens Bogen), 468k, and £16,266: *Frances Bogen*, (Sk. J. Richardsen), 424k, both John R. NS, 10 days

### HULL

£58,153: *Ross Orion*, BUT, (Sk. A. Walker), 1,786k, WS, 26 days  
£53,974: *Lord St. Vincent*, BUT, (Sk. A. Oeler), 1,712k, WS, 26 days

## HUMBER VESSELS DUE

### GRIMSBY

Expected during the week from White Sea: *Boston Phantom*, *Ross Juno*, *Ross Kelvin*, *Ross Kipling*, *Ross Kharoun*, *Spurs*, *Volcanos*, *From Faroes* and *Westerly*, *Lepanto*, *Lucerne*, *Nanoo*, *Ross Cluvert*, *Ross Sirius*

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### MONDAY, JANUARY 17

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### FLEETWOOD

£22,500: *Arctic Corsair*, Boyd, (Sk. C. Pitte), 1,444k, WS, 26 days  
£39,198: *Somerset Maughan*, Newton, (Sk. B. Taylor), WS, 25 days

### Salers

£8,969: *Kronborg*, Boston, (Sk. H. Dam), 326k, NS, 13 days  
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### LOWESTOFT

£10,876: *Suffolk Monarch*, Hobson (Sk. D. Smith), 313 kits, NS, 12 days  
£10,609: *Boston Sea Sprite*, Boston (Sk. W. Barnard), 255 kits, NS, 12 days  
£9,589: *Constance Banks*, Hobson (Sk. D. Athorn), 282 kits, NS, 12 days  
£9,569: *Boston Sea Knight*, Boston (Sk. A. Lincoln), 246 kits, NS, 11 days  
£8,935: *Suffolk Chieftain*, Hobson (Sk. E. Reed), 288 kits, NS, 13 days  
£8,500: *St. Phillip*, East Coast (Sk. T. Martin), 308 kits, NS, 10 days

### FLEETWOOD, White Sea

£44,312: *Norina*, Marr, (Sk. F. Wilson), WS, 1,440k, 26 days

### Home water

£13,260: *Idena*, Marr, (Sk. D. Geddes), HW, 443k, 17 days  
£9,241: *Replenish*, Ward, (Sk. M. Oldman), HW, 344k, 15 days  
£8,504: *Royalist*, Hewett, (Sk. J. Pickers), HW, 321k, 15 days  
£8,135: *London Town*, Hewett, (Sk. P. Weirman), HW, 243k, 15 days  
£7,273: *Resound*, Ward, (Sk. C. Pook), HW, 282k, 15 days  
£6,994: *Mount Melleray*, Wyre, (Sk. B. Andrews), HW, 282k, 14 days  
£6,885: *Wyre Vanguard*, Wyre, (Sk. R. Slapp), HW, 276k, 15 days  
£6,431: *Resolute*, Wyre, (Sk. W. Ansell), HW, 255k, 16 days  
£1,813: *Boston Sea Hawk*, Bloomfield, (Sk. J. Brackenbury), HW, 142k, 15 days  
£2,429: *Craigmarlin*, Ward, (Sk. H. Parker), HW, 77k, 14 days  
£1,899: *Morie Jacob*, (Irish) 49k  
£1,496: *Forwards*, Ward, (Sk. W. Phillips), HW, 60k, 12 days  
£1,129: *Deevale*, Bird, HW, 48 days  
£1,254: *Fair Isle*, Ward, (Sk. J. Wright), HW, 54k, 12 days

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